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1937
Buick
1938

TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION
FOR MEMBERS OF THE 1937-1938 BUICK CLUB



Five-Passenger Convertible Steamline Sport Phaeton
Model 60-C

SPECIAL EDITION



Four-Passenger Convertible Coupe with rumble seat
Model 66-C

TERRY DUNHAM TELLS

THE STORY OF

The Buick Century

pg. 2



Five-Passenger Two-Door Touring Sedan with trunk back
Model 68



Five-Passenger Four-Door Touring Sedan with trunk back
Model 61



Four-Passenger Sport Coupe with opera seats
Model 66-S

TORQUE TUBE



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9TH Buick CYLINDER



As you may will notice, this issue is a little different from our usual publication. We are publishing a terrific article written by Terry B. Dunham (#1856), the author of *The Buick: A Complete History*, on the evolution of the Buick Century. This article involves other Buick years, but we felt it was important for our members to read it since our two years were major periods in the development of the Century. Don't worry: the next issue will be back to normal with new tech tips and exciting articles.

On another quick note, David Bylsma (#117) was recently in Casa Grande, AZ, and he found a great parts car that he felt our members would like to know about: a 1938 Limited (pictured below) with a lot of great parts. If you want to save these parts from turning into dust you can call David for more information (301-341-6519), or contact the junkyard at Desert Valley Auto Parts, 900 West Cottonwood Lane, Casa Grande, AZ 85222. Phone: 520-836-7960 or: 800-798-2465.

Please send in more articles! We love to hear from you!

Happy Motoring,



THE BUICK CENTURY

By Terry B. Dunham BCA #217
President, The Buick Heritage Alliance
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*The Buicks that ran
with the wind*

FORWARD

They were fast cars named after a fast train and they could run with the wind. The name promised a lot...Century. One hundred miles an hour. At first it was only a rumor that they could run down the road that fast, but two model years later the rumors became fact. They were fine automobiles. Built with the strength of small locomotives, they served their owners well.



The 1936 Buick Century coupe, one of Buick's first muscle cars, as shown in the 1936 sales catalog.

The first Buick Centurys were built as 1936 Series 60 cars in September of 1935. Only 1261 were produced during that first month of production, and less than half of Buick's dealers had one for display when new model announcement day arrived on September 28th.



Terry Dunham

Shortly after the 1936 Buicks had been previewed by the dealers at Flint, rumors started to circulate about the performance and top speed capabilities of the new Centurys. Some of the rumors were true, some were not.

People sitting behind the steering wheel of a Century for the first time were amazed at the performance of Buick's brand new 320 ci valve-in-head engine, and said it was the most powerful car they had ever driven. That part was true. Those engines were monsters in waiting.

Dealers driving Centurys through the wide open spaces of the American west on their way back home to California, opened the cars up and saw their speedometers climb to 100 mph and beyond. That started a rumor that the 1936 Centurys could do an honest 100 mph. That part was not true. Speedometers back then often had errors of between 5% and 6% and sometimes they were a little too generous. It would take another two years for Buick to build a production car that was truly capable of 100 mph.

With their light bodies and big engines the pre-war Buick Centurys eventually became legends. Built nearly 30 years before the rest of the industry picked up on the concept, they were the first mass produced muscle cars.

Cars as significant as these are not normally soon forgotten. But on December 7, 1941, WWII arrived, bringing with it a national 30-mph speed limit and gas and tire rationing. So America slowed down, lightened its collective foot on the accelerator pedal, and promptly forgot all about things like fast cars. There was after all, a war to be won.

By the mid-1950s a few of these old hot rods were still around. By now they could be found sitting in junkyards or stored in garages and barns. A few were still in use as everyday transportation. More importantly, they were ready and waiting to be rediscovered by a new generation, one that had come to embrace hot rodding and high performance as its own.

In 1953 the National Hot Rod Association held its first sanctioned drag race. Shortly thereafter a pre-war Buick rediscovery process started in earnest. By the late 1950s, a few of the racers running in the lower stock classes had figured out just how fast those big old Buicks really were. Once they got things properly sorted out, the old bears were hauled out to the local drag strip where they quickly became consistent and impressive class winners.

What follows here is an overview of Buick's engineering activities as they relate to the pre-war Centurys built between 1936 and 1942. The article also tells the tale of two Buick pre-war ground



The cover of a book used internally at Buick presenting Buick's engineering story for 1936 by Dutch Bower, Buick's Chief Engineer.

pounders, one a 1937 Century Sedan the other a 1941 Roadmaster Sport Coupe. Both cars were discovered and successfully drag-raced as factory stockers by enthusiastic young men during the golden years of drag racing, a time when Detroit horsepower was still made with torque, and when America was a very different place to have grown up.

A New Century Arrives at Buick

It was 1936 and things were going pretty well over at the Buick factory. Harlow Curtice had taken over as the General Manager on October 23, 1933 and had immediately begun to take the steps and implement the plans that would save Buick from oblivion. There would continue to be a Buick car, but for a time Buick's survival had been a long way from a sure thing.

The 1936 models became the first "Curtice Cars" and they were an immediate success. Alice

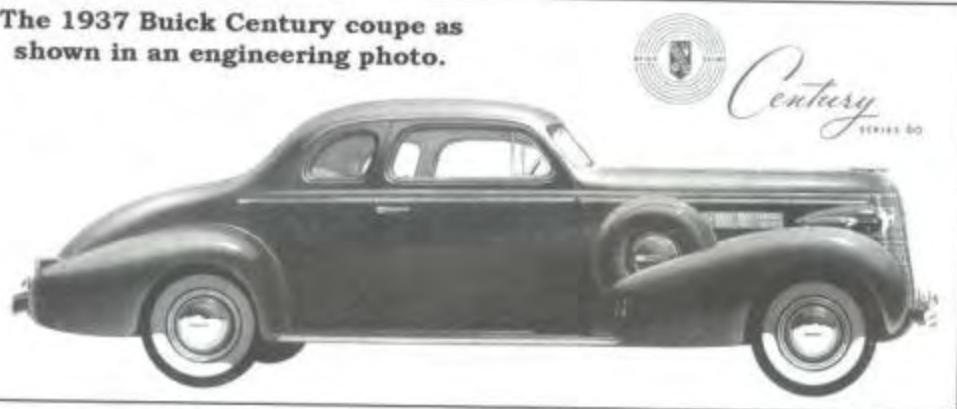
The cover of Buick's 1936 full line sales catalog.



Dewey, Curtice's personal secretary, recalled some 40 years later how the dealers arriving in Flint for the 1936 new car preview were immediately of one mind; "This car is going to make us great!"

The Special, Century, Roadmaster and Limited nameplates all made their first appearances at Buick in 1936. In a brilliant marketing move, all but Roadmaster were named after passen-

The 1937 Buick Century coupe as shown in an engineering photo.



ger trains of the day, then the premier mode of transportation here.

For those wanting extra power and performance while motoring down the great American road, the new Century was ready, waiting, and a real sleeper. Nearly thirty years ahead of its time, Buick had taken a light Special body, stuffed in a big 320 ci 120 hp engine from the big series cars, and thus made the 1936 Centurys the first mass produced muscle cars in the industry. At a time when most cars couldn't make 90 mph, rumor had it that a 1936 Century could top 100. The rumors weren't spot on, but they weren't off by very much either. Between 1936 and 1942 the Buick Centurys were easily among the quickest and fastest production cars in the country.

By the mid 1930s, Buick was using a car's top speed and its 10-60 mph acceleration time as a measure of vehicle performance. Though there is nothing to document it today, acceleration times were probably recorded with the transmission in

second gear, and with no shift from low into second or from second into high.

There is also nothing to indicate which body style was used to measure acceleration time for a series, nor is it known if the car was equipped with side mounts which could add over 100 pounds to the weight of the vehicle. There is some evidence to indicate that 4-door sedans might have been the test cars of choice because they were the most popular models. If that was the case, and if cars with the lighter coupe and two door sedan bodies were not used, then Buick's already impressive acceleration figures might have been even better.

In 1936, the Centurys were clocked by the engineers at the GM Proving Grounds running at a top speed of 95 mph, and with a 10-60 mph acceleration time of 19.6 seconds. That compared with 80 mph and 24.0 seconds for the 1935 60 series. Harlow Curtice had Buick going in the right direction in more ways than one.

For 1937 the Centurys got even better. That year Buick reduced exhaust manifold back pres-

THE BUICK CENTURY

"Ten to sixty miles an hour in less than 20 seconds"

What is the real experience of the fast? Not the fast of the moment, but the fast of the future. The fast of the future is the fast of the Century.

It is the fast of the Century, the fast of the Century, the fast of the Century.

It is the fast of the Century, the fast of the Century, the fast of the Century.

It is the fast of the Century, the fast of the Century, the fast of the Century.

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It is the fast of the Century, the fast of the Century, the fast of the Century.

BUICKS
THE BOY

The 1936 Buick sales catalogs said the Century's were fast... and they were!

sure, increased the compression ratio to 5.75 to 1, and made use of a newly designed intake valve to gain 10 more hp on the big series engines. The 60 series cars, now rated at 130 hp, would run 10 - 60 mph in 18.5 seconds and at a top speed of 97 mph. That was a full 1.1 seconds and 2 mph faster than just a year earlier! A hot car was getting even hotter.

The company was on a roll. In 1938 Buick introduced a new combustion chamber, created by changing the shape of the dome on the top of the piston. The design, originally suggested to Buick's engineers by a retail dealer mechanic, was responsible for an impressive 11 hp increase on the big

For 1939, Century hp and acceleration times stayed the same as in 1938, but with a 3.60 rear axle, the cars were now posting up 103 mph at the proving grounds. With a 3.90 axle they could do 101.

The Centurys for 1940 carried over the same horse power and top speed ratings from 1939. However, acceleration from 10 - 60 mph took a bit of a hit at 18.4 seconds due to some additional vehicle weight which had now climbed to more than 3900 pounds.

As a direct result of all Buick's attention to power and performance, in March, 1940, a 1938 Century Coupe driven by Joe Littlejohn placed sec-



320 ci engine.

On September 2, 1937, Buick's Chief Engineer Charlie Chayne described the technical details of the new design in a meeting with Buick's district managers. Thoroughly impressed with the new performance the combustion chamber brought to the 60 series cars, Chayne told his audience that a 1938 Century "would run down the road like a bat out of hell!"

Would they ever! With the 320 ci engine now rated at 141 hp, and with a shipping weight of around 3700 pounds, the 1938 Centurys could run from 10 to 60 mph in just 16.6 seconds, and would fly down the road at 101 mph! Though it is not well known, 1938 was the first year that saw Buick build a 100 mile an hour production car.

Bill France Sr. sits behind the steering wheel of the 1939 Buick Century Sedan he used to lap the field in the July 1940 Beach Race. Due to a change in the rules, the car never raced on the beach again.

ond in the Daytona Beach race. In July of that same year, future NASCAR

founder Big Bill France showed up at Daytona with a 1939 Century Sedan he had borrowed from a friend in Atlanta. With its doors roped shut to keep them from flying open during the race, the 60 series moonshine runner lapped an overwhelming field of V8 Ford and Mercury flatheads to claim the most lopsided win since the event's inception in 1936! And just to put the icing on the cake, the Littlejohn Century from the March race again finished second!

It was a major, major upset. Between the inaugural race in 1936 and March, 1940, Ford (and Mercury after its 1939 introduction) had domi-

The famous Buick advertising slogan as shown in the 1937 sales catalog



nated the field at Daytona and had won every race. The two beach races run in 1939 saw the Fords and Mercurys sweep the top ten positions in both events.

There were twenty-nine Fords and Mercurys entered in the race on the day Bill France lapped the field with his Century, and after the race was over their drivers were in instant turmoil. Believing strongly that Daytona was "their race," the Ford and Mercury contingents got together and demanded that something be done to level the playing field.

To get things back on an even keel, two new rules were quickly passed which effectively banned Buick from any further competition on the beach! When the drivers discovered that they couldn't beat Buick on the race track, they did it with the rule book instead!

Taken in the context of the times, those two new rules were in reality a strong contemporary tribute to Buick's pre-war performance abilities.

One of the big things helping Buick on the beach in 1940, and later the NHRA drag racers, was the fact that the advertised hp for a pre-war Buick 320 ci engine was very close to its actual developed hp. In 1940, GM took thirty-one new competitive cars to the proving grounds and put them on a chassis dynamometer. Maximum developed power runs were then made and the results were corrected to the Bureau of Standards formula

for comparison purposes.

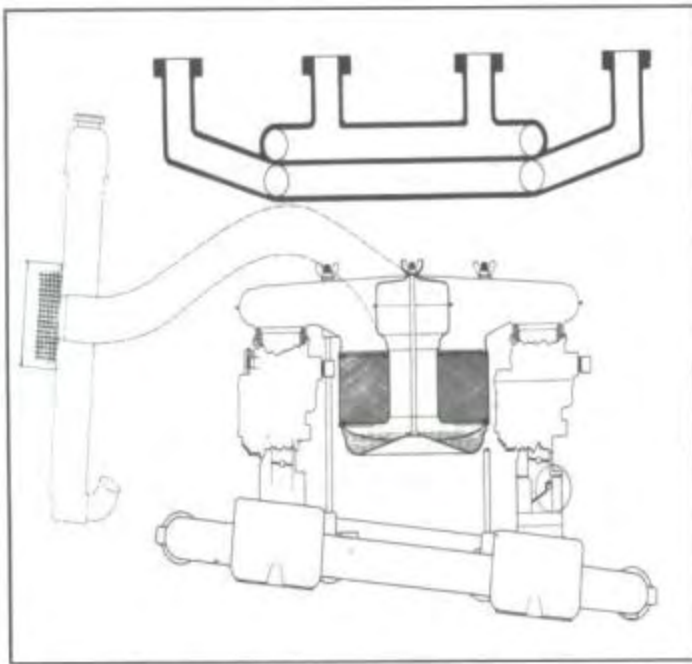
Out of those thirty-one cars, less than a third were within 10% of their advertised horse power. The Packard Super 8-160 for example was number one on the advertised hp list at 160, yet the car produced only 131 corrected hp on the dynamometer, an overstatement of 22.10%.

The 1940 Cadillacs had a greater variation between advertised and corrected hp than any other division in GM. A LaSalle 52 was advertised to have 130 hp, its corrected figure was 115, a difference of 13.02%. A Cadillac 62 advertised at 135 hp was found to be developing 118 corrected hp, a difference of 14.40%. A Cadillac 72, advertised at 140 hp, made 124.5 corrected hp, a difference of 12.44%.

A new Lincoln Zephyr was advertised at 120 hp, its corrected figure was 104, a difference of 15.38%. The list went on and on.

A 1940 Buick Roadmaster with a big series 320 ci engine was number two on the advertised hp list at 141. It was found to be pulling 130 corrected hp, a difference of 8.46%. This same engine was also found to be developing more hp per ci of displacement than any other GM engine tested. The bottom line here was that Buick was very close to doing what it said it could do, and the racers proved it on the track where it counted the most.

In so far as Buick performance was concerned, the best was yet to come. In 1941 Buick brought



An engineering phantom view of Buick's 1941 Compound Carburetion system.

out dual carburetors utilizing a special cold air intake duct, exhaust headers, and a 7-to-1 compression ratio. All of which resulted in a performance



Front cover of Buick's 1941 engineering information book.

package that would crank out a blazing 165 hp on the big 320 engine! Buick called the new setup Compound Carburetion. Sales catalogs called the 1941 60 Series cars the "Cyclonic Centurys" and their engines "Fireballs." And that's exactly what they were. Buick's engineers claimed that the cam shafts released for 1941 production had virtually a racing valve timing on the lobes.

Buick once again checked things out at the GM Proving Grounds and found that the 1941 Centurys and Roadmasters with an optional 3.60 rear axle were now capable of an unheard of 110 mph! The 60 and 70 series cars with the 3.90 axle would hit 108! Harlow Curtice must have been exceptionally proud of his 1941 big series hot rods. At 165 horse power, Buick was now building the strongest production cars in the country. A bit perplexed by all the performance, speed, and hp coming off the Buick assembly line, no less than Bill Knudsen, the President of General Motors, accused Charlie Chayne of "building a God Damned racing car!"

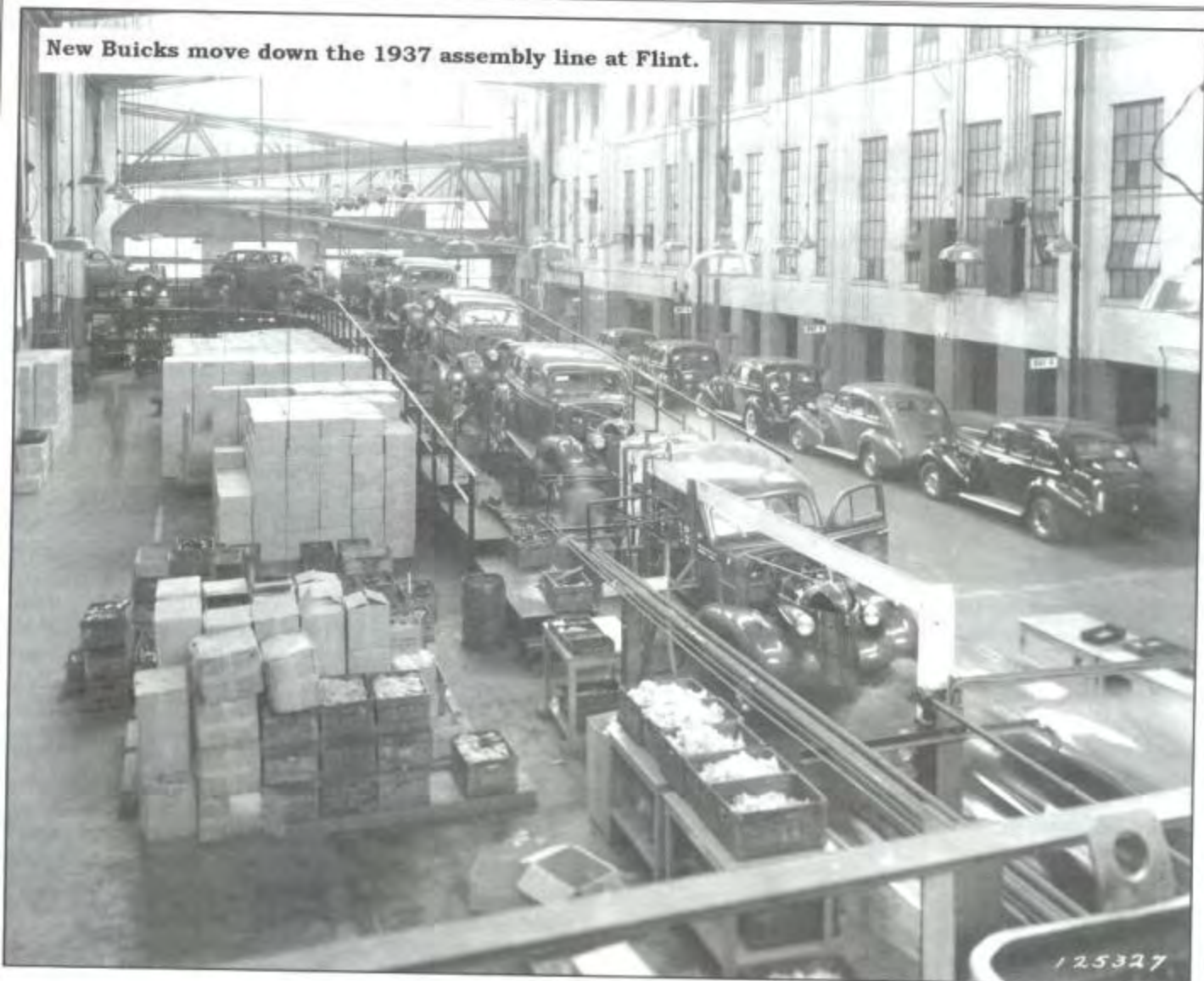
Buick continued with Compound Carburetion on the 1942 cars, but detuned things a little out of respect for a country about to go to war. But the 1942 Centurys still had plenty of pep and 4541 were built. Buick knew that its ability to produce automobiles would soon be curtailed by the war in Europe, and told its field staff in internal engineering meetings that Compound Carburetion would in all likelihood be available again at some point in the future. Unfortunately that wasn't what happened.

1942 saw the last Buick use of a high performance straight-eight and the hard running Centurys, first introduced in 1936, would not appear again until 1954. In 1952, a 320 ci 170 hp straight-eight using Buick's first production 4 bbl carburetor, appeared briefly on the Roadmaster. But with the extra body weight and a Dynaflo transmission, it couldn't even begin to stay in the same hunt with the pre-war dual carbureted jobs.

Meanwhile, looking back at what Buick was doing for 1937, it was now clear that Harlow Curtice was well on his way to making Buick an automotive power house.

At some point during the 1937 model year, workmen on Buick's Flint assembly line shoe-horned an 833 pound valve-in-head engine tightly into a Century frame and bolted it into place. A little further on down the line, the body for a black Century 4-door sedan swung gracefully out from the body drop and was carefully guided down for positioning on the chassis. After the car had passed final inspection, a transport hauled it to a dealer in Detroit where made ready for display. That Century was one of the 227,038 cars Buick built in 1937, and it changed my life.

New Buicks move down the 1937 assembly line at Flint.



The Situation in Howell

I was born, raised, and came of age during the mid 1950s in Howell, Michigan, about halfway between Lansing and Detroit. It was a good place to have grown up. Howell was a typical, small-town mid-western community with a population of around 4500. Typical that is, except for an unusual accident of geography. The community was surrounded on all sides, 360 degrees, by Michigan's booming automobile industry. Additionally, the GM Proving Grounds were located just 20 miles down the road at Milford, and the horsepower race was going strong. It was all pretty heady stuff for a teenager.

The high school crowd I ran with was really into cars, especially the ten and twenty year old vehicles we drove for our everyday transportation. Looking back at the spring of 1957, I can remember that very few of the cars we drove were any

older than 1937 or any newer than 1950. I owned a 1937 Dodge Coupe at the time, but the car I remember best was a 1937 Buick Century 4-door sedan.

By 1956, many of the cars that had been built between 1930 and 1950 were still in pretty good shape and could often be purchased for around \$100. I do not recall anyone at Howell High School owning a car that cost much more than \$125, and many bought everyday wheels for under \$100. The 1937 Buick Century I remember so well was sold for \$25 and a pig! But I'm getting ahead of the story.

A Buick Comes to Byron

Located about 16 miles due north of Howell as the crow flies, was the small farming community of Byron. Back in 1937 one of Byron's farmers must have had a pretty good year with his crops because when he needed a new car, he made his way to a

dealer in Detroit and bought himself a brand new 1937 Buick Century 4-door Sedan. At the time, all this would have been somewhat unusual.

Our little part of rural Michigan was very conservative and somewhat isolated. It was unusual for anyone to find it necessary to make a road trip of much more than 20 or 25 miles. The farmers in the area usually bought Chevrolets Fords and Plymouths because they were less expensive and less ostentatious than Buicks. And if a local farmer were to even consider buying a new Buick, it would have been a Special and not the more expensive Century.

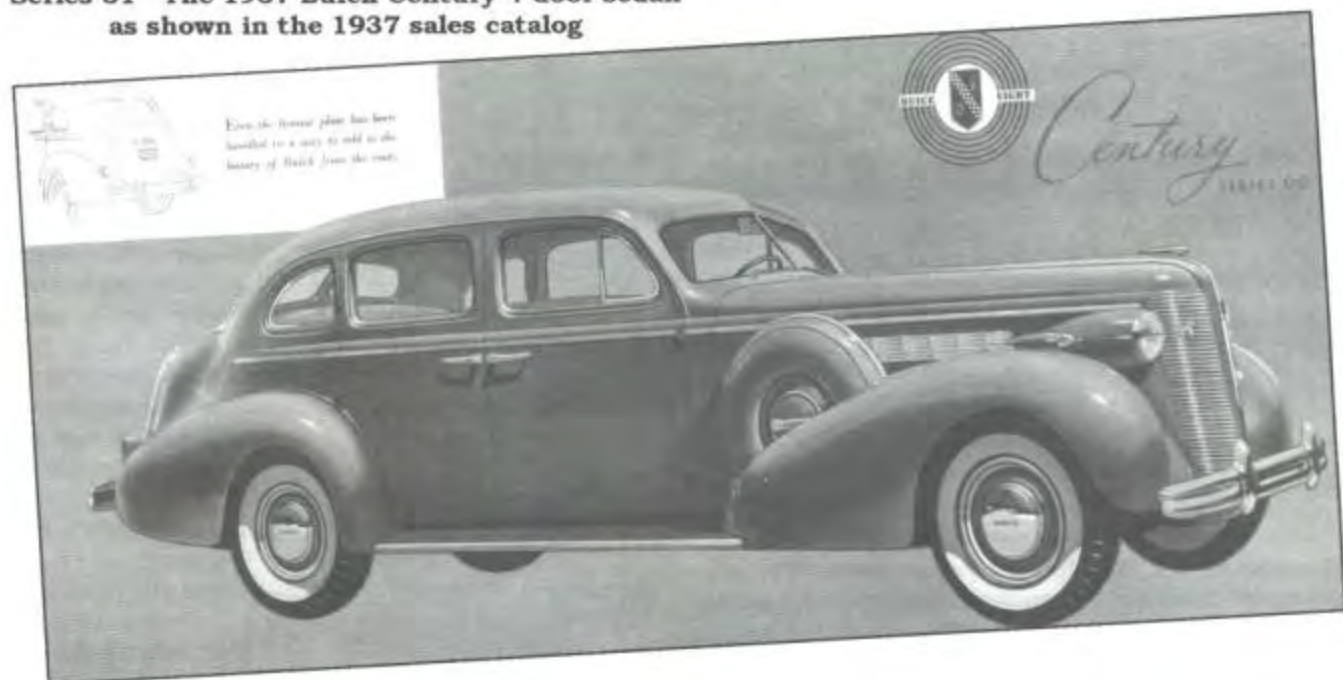
But for reasons now lost to time, the Byron farmer made what was then a long 140-mile round trip into Detroit, and came home with a brand new 1937 Buick Century 4-door sedan. The car had a radio (which was then a big luxury item) and a heater but that was about it. It had no side mounts, no fog lights, nothing that would have added any more to the price of the car. And the farmer must have enjoyed driving it. Over the next

the war. Unfortunately, he never came back home.

So that 1937 Century just sat there and languished for more than a decade in that cold dark barn. Sat there, forgotten by just about everyone except the chickens, who were fond of roosting on it. The farmer's widow never could quite bring herself to sell that old Buick. It brought back too many memories of a warrior who hadn't come back from a bad war.

Fast forward now to the fall of 1956. Things had changed a lot in Livingston County in the ensuing years. From a time in the early 1940s, when not many teenagers owned their own cars, to the mid-1950s when cars had become teenage cult icons and teenagers were defined by what they drove. By the mid-1950s drag racing seemed to be on everyone's mind and a lot of us raced every chance we got. Elvis was constantly on the radio with a new hit record, and would perform live on TV when Ed Sullivan would relent and invite him back. Ike was in the White House preserving our laid-back American way of life. How much better could things be?

**Series 61—The 1937 Buick Century 4-door sedan
as shown in the 1937 sales catalog**



4 years he put on more than 40,000 miles. Then along came WWII.

In 1942 or 1943, (the farmer's wife couldn't remember which year it was for sure) the farmer went into the military. But before he left Byron, he put his Century up on blocks and carefully stored it out in the barn. Off came the tires and on went a thick coating of grease. He smeared heavy grease over every exterior metal surface on the car to keep it from rusting. It looked like a real mess but the farmer was proud of his Buick and he wanted it to be in good shape when he came back home after

The Buick Comes To Howell

Paul Watson was a friend of mine. He lived with his mother about five miles outside of Howell on the Byron road, about two miles past our place. Like many of us, he needed a car to get back and forth to town. So he went old car hunting. At first he didn't have much luck. Paul went out for JV football that year and Jack Vince, one of the coaches, somehow knew about the Buick stored in the Byron barn, and he told Paul about it. Coach

Vince didn't know if it was for sale or not, but it "might be."

Paul went over to Byron to find out. At first the lady didn't want to sell. Then it became "maybe" but she "didn't know how much to ask." Paul (always a very gutsy guy) offered \$25. Not enough. Paul raised pigs to make a little extra money so he upped the ante to \$25 and a two-month old pig. The farmer's wife accepted his offer! So for \$25.00 and a two-month old pig, Paul Watson became the proud owner of a 1937 Buick Century. He really didn't know what he had just bought. As a matter of fact none of us did. It took some of us a long time to figure it out.

After a lot of work Paul finally got the Buick looking pretty good. Then he went hunting for some used tires to replace the ones that had deteriorated. The Howell Tire Company on Michigan

street race with one my friends. The reason Paul had come looking for me, was because my Dodge didn't lose very many races. Its transmission could be speed-shifted from first gear into second and from second into third like a hot knife through butter. What Chrysler's engineers had done to design the transmission so that it could be shifted like that I will never know. I could even shift it into low gear at 35 mph without grinding the gears or double clutching. It always shifted quickly and accurately. I do not recall ever missing a shift with it and I have never seen another car with a manual transmission that would shift as well as that one did.

Just north of town lay M-59, a two lane black-top road that meandered over to Pontiac where the old Silver Streaks were being built. Those of us that raced a lot had marked off a 1/4 mile stretch of

road that ran straight as an arrow before curving gently to the right. So out to M-59 we went, lined up, and took off heading for the finish line as hard those two '37s would run.

The Buick was pretty good off the line, but just after Paul shifted into second gear, his engine started to miss and I got him going away. The same thing happened on the next two runs. The diaphragm in the fuel pump had stiffened up while the car was in storage and it wouldn't supply enough fuel to the

carburetor when the engine was under a hard load. I figured that was that for Paul Watson's '37 Buick and forgot about the car. But that wasn't the end of things. Not by a long shot.

The Second Trip To M-59

Like most of us who owned our own cars, Paul had a part time job. It was the only way we could afford gas, insurance and a replacement part now and then. Paul cleaned up a doctor's office after school and if I recall correctly, he got paid pretty well to do it. It wasn't long before he had saved up enough money and ordered a 6-volt electric fuel pump from a Sears & Roebuck catalog. After it



The author's 1937 Dodge coupe and a 1958 pit pass from the New Baltimore, Michigan dragstrip.

Avenue had a serviceable set of 700/15 tires in the back room, and for a few dollars he had them installed.

Next on the agenda was me. Paul came looking for me at the youth center where most of us hung out on Friday and Saturday nights. He proudly showed me his Buick and asked if I wanted to race him with my '37 Dodge Coupe. I did.

The First Trip To M-59

At the time my Dodge was a pretty good running car and it could often be found in some kind of a

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first time through Torque Tube Magazine

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These badges are carefully crafted from a high-quality heavy brass and finished with a clear gloss baked epoxy.

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A portion of the sales will be donated to the 1937-1938 Buick Club. Take this opportunity to adorn your antique Buick for **only \$19.95**. (*shipping and handling included*).

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receipt of order for delivery.
Sorry, no cash!

arrived, Paul and three of his friends jacked up the car and mounted the pump on the frame back by the gas tank.

Shortly after finishing up the installation, Paul came into the youth center looking for me again. He allowed as how he wanted to check out his new fuel pump and wondered if I would make another trip to M-59 with him. I said sure. What did I have to lose? Little did I know.

What I had to lose were our next three races on M-59!! That time the Buick got me really good!

With the reputation of my Dodge now at stake, I went on what I called a "beat the Buick campaign." First, I went to a junkyard and for \$35 I got the engine out of a 1952 Plymouth. Out came the '37 engine, in went the '52 engine. I didn't have enough money to buy new manifolds for dual car-

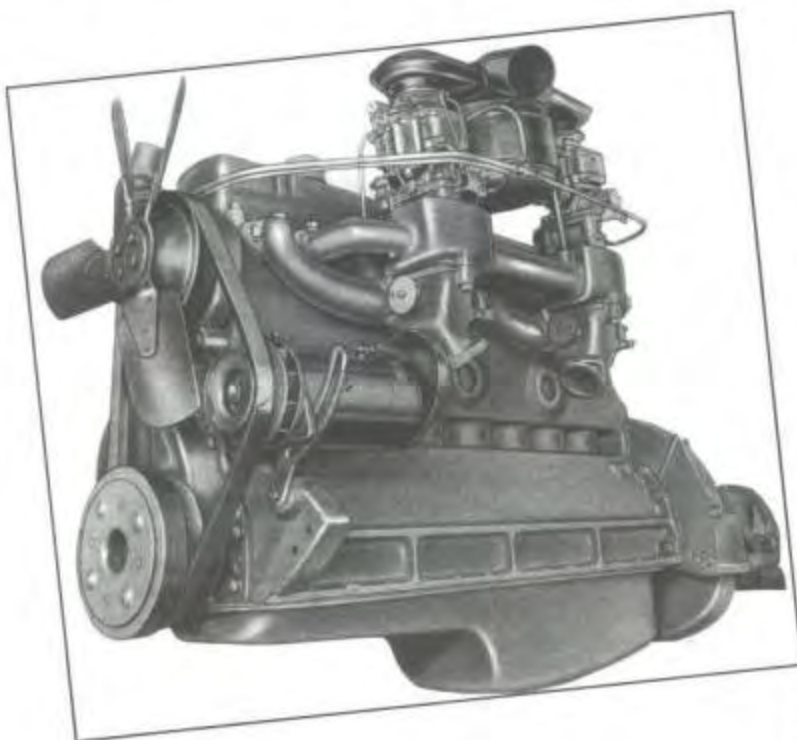


Illustration of the 1941 big series engine with compound carburetion from a Buick internal engineering book.

buretors and dual exhausts so I made my own. Lastly I installed a high performance ignition system. About the time I was finishing up, Paul called me on the phone: "Hey Terry, wanna race again?" I could hear his friends laughing in the background.

Shock & Awe On M-59

Two days later we were back on M-59 ready to race for the third time. The time for my revenge had finally come.

We lined up, someone counted to three. I brought my dual carbureted Dodge up to 3300 rpm and released the clutch. The tires smoked blue smoke, the engine hit 5000 rpm, I speed shifted into second and then into third. Beautiful. The car had never run better.

There was however, one very big problem as we raced down M-59 that night. That contemptuous Buick was three Century lengths ahead of me! I couldn't believe my eyes! I asked for a rematch. That time the Buick got me by three Limited lengths and that's a long ways!

I knew when it was time to quit and I gave up trying to beat the Buick. It took me about six months to figure out just how that darn Buick had managed to beat me the way it had. But I did eventually figure it out. 217 ci of Plymouth flat-head was just no match for 320 ci of valve-in-head Buick!!

Another of the lessons I learned from the Watson Century after I gave up on trying to beat the car, was that Buick had built it with the strength of a small locomotive. Paul Watson just absolutely thrashed that Buick unmercifully while he owned it and the car continued to take it all without complaint. I don't think Paul ever broke a major component on any part of the car.

A Lesson In Better Buick Performance

Jim Pearson was another high school racing buddy of mine. We were good friends and I was the best man at his wedding after we graduated from college.

Jim's folks owned the Gambles Hardware Store just east of the main four corners in Howell. One day Jim and I accidentally discovered that when the vacuum hose for my windshield wipers was unhooked, the engine would lean out just enough so that the car would backfire when you took your foot off the gas. The two of us would first check to be sure that Red Evans, Howell's grouchy Chief of Police, was busy somewhere else. Then we would wind the car up real tight in low gear on the Grand River grade as it ran east from the center of town, and back off on the gas. The car would backfire loud enough to rattle store windows.

In the midst of my disgust over the results of my latest race with the Buick, Jim told me that he thought there was a way I could beat the car and not have to do it with engine modifications. It would take, Jim said, another, better, Buick.

Jim then proceeded to tell me about the cars Buick had built in 1941 and 1942 with dual carbu-



**A 1941 Roadmaster 76S sport coupe
from an engineering photo.**

retors. According to Jim those Buicks were really good runners. It was Jim's contention that if I could find a Buick with two carburetors, I could beat Paul Watson's times at the drag strip.

The Watson Buick had indeed done very well at the track. The closest drag strip to us, other than

M-59, was located some 75 miles away at New Baltimore, a little north and east of Detroit. We would drive over there to race on Sunday afternoons when we had a little extra money. It was a long trip but it was a lot of fun. The Buick was at New Baltimore a total of five times, ran absolutely bone stock, and won the class trophy on three different occasions. That meant that the Buick won three more trophies than I did with my Dodge!

How much car do you need?

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**22 STUNNING MODELS TO CHOOSE FROM
IN THESE FOUR SERIES FOR 1937**

BUICK
40 YEARS OLD BY THE WAY
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**LOWEST PRICES EVER
ON A BUICK
FOUR-DOOR SEDAN**

"It's Buick again!"

(The advertisement includes several smaller images of Buick models and descriptive text blocks, some of which are partially obscured or illegible due to the image quality.)

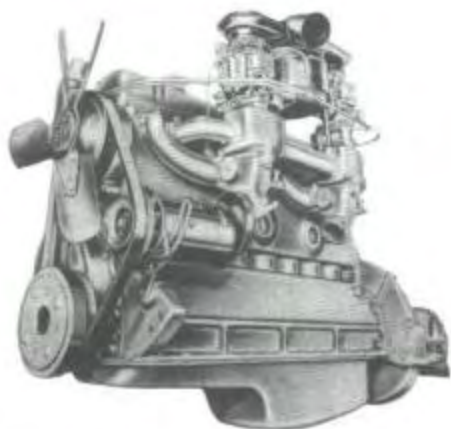
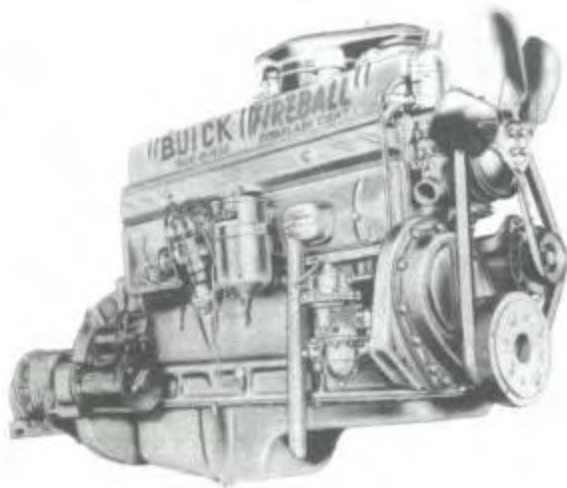
Racing at New Baltimore wasn't the only thing we managed to do in 1957. We were also pretty intent on getting an education. I graduated from Howell High School in 1958, Paul Watson and the Buick graduated in 1959. Then all three of us went off to college. After a year at Michigan State Paul figured he couldn't afford both college and the Buick, so the car went up for sale. He got \$100 for it. I never saw the car again and I don't think Paul ever did either.

Of Junk Yards And Old Buicks

In the spring of 1962, while I was a junior at Western Michigan University, I was poking around in a Kalamazoo junkyard trying to find a transmission for an old Chevrolet a friend was driving. Way off in one corner was an old coupe, and I went over to take a closer look. I will never forget my amazement when I raised the hood on the car. There, mounted high on the left side of the engine, were two carburetors! I closed the hood and looked at the grille. Sure enough, the car was a Buick! It turned out to be a 1941 Roadmaster 76S Sport Coupe, the first dual carbureted Buick I had ever seen. I can still look back today at the moment I raised that hood and call to mind the feeling of excitement that went through me when I realized what the car was.

The junk yard wanted \$50 for the car and actually cautioned me that they wouldn't guarantee it! I gave them \$10 to hold it for me. It took me two months to pay off the balance. Another pre-war Buick was about to enter my life.

A pit pass from the Martin, Michigan US 131 Dragway, circa 1962



Buick Engine with Compound Dual Carburetion

I was then working part time for a car dealer in Kalamazoo and talked the wrecker driver into towing the car from the junk yard to our rented home with its dirt floor garage. I would work on the car in the evenings after classes and finally got it running pretty well. You just haven't lived until you have had to pull an oil pan or replace a clutch lying on your back in a dirt floor garage! But I was determined to find out how well that straight-eight Buick would run at the drag strip with those two carburetors.

Since the column shift linkage in the Roadmaster was pretty well worn out, I ordered a new Ansen floor shifter from a J.C. Whitney catalog and installed it. Then it was off to the 131 Dragway at Martin, Michigan to see how well the car would run.

The Buick needed some sorting out and on its first few trips to the track, it didn't make it very far in the eliminations. The car had been built with an optional 3.60 rear axle ratio instead of the standard 3.90. With its high torque slow winding engine and a 3.60 rear gear, I soon discovered that

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NAME(S) _____
ADDRESS _____ CITY _____ STATE _____ ZIP _____
PHONE _____ E-MAIL _____
YOUR CAR: YEAR _____ MODEL _____

Registration Fee..... \$ 10.00

MONDAY JUNE 13:

ARRIVAL DINNER _____ # persons

TUESDAY JUNE 14:

LIFT LOCK EXCURSION _____ # persons X \$14.00 ea. \$ _____

CANADIAN CANOE MUSEUM _____ # persons X \$6.00 ea. \$ _____

DINNER.....Buffet Style _____ # persons X \$20.00 ea. \$ _____

WEDNESDAY JUNE 15:

2 1/2 Hour LUNCHEON CRUISE _____ # persons X \$35.00 ea. \$ _____

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CULLEN GARDEN & MINATURE VILLAGE (includes Buffet Lunch)
_____ # persons X \$25.00 ea. \$ _____

BANQUET.....Roast Beef _____ # persons X \$18.00 ea. \$ _____

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TOTAL: \$ _____

ALL PRICES ARE IN CANADIAN FUNDS. A DEPOSIT OF \$50.00 WOULD BE APPRECIATED WITH THE BALANCE PAYABLE IN CANADIAN FUNDS (less applicable exchange on deposit), UPON YOUR ARRIVAL.

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The author in his 1941 76S at the Martin, Michigan US 131 Dragway, circa 1964

the car couldn't be shifted into third much before three quarters of the way down the strip. That had to change.

I went back to the junkyard that had originally sold me the car and asked if they had a rear end with a better ratio sitting out in the yard. Much to my amazement the junk yard had recently purchased the obsolete parts inventory from the local Buick dealer in downtown Kalamazoo. There, sitting in a big pile with the rest of the NOS stuff, was a brand new 4.10 ring & pinion gear! I immediately bought and installed it. The difference was like night and day. The car could now be shifted into third gear just under halfway down the track and its elapsed times improved dramatically.

I still have many timing slips that were issued to the car when I first started to race it, and it would consistently turn in the low 18 second bracket at around 74 mph, with a few runs in the

high 17 second bracket at around 76 mph. My recollection is that Paul's '37 Century would turn in the mid 19 second bracket at around 66 mph and that at some point before the end of its competition career in 1967, the '41 was turning in the mid 17 second bracket at speeds of 76-77 mph. That doesn't sound very fast by today's standards, but for two old Buicks with almost no race preparation, it was pretty good!

Interestingly, by the early 1960s, most people seemed to have forgotten about what the Buicks built between 1936 and 1942 were capable of on the street. There were no road tests published here that early and organized drag racing did not make its appearance until after WWII. Add to that the trauma caused to the country by WWII, and it didn't take long for the capabilities of the big pre-war Buicks to fade from memory.

In 1939, Buick got some excellent exposure when (minus the side mounts to lighten the car) the company paced the Indianapolis 500 with a

1939 Roadmaster Convertible Sedan. But with the exception of a few southern bootleggers, Buick's strong showing on Daytona Beach in 1940 went almost unnoticed.

Those of us who were then drag racing and who knew what the Buick straight-eights could do, had stumbled upon a well-kept secret. On balance there were a few articles published in some of the hot rod enthusiast magazines of the period, calling attention to the pre-war Buicks as potential stock class winners. But for the most part, those of us racing with pre-war Buicks in our part of the country were a rarity and something of a surprise to competitors and spectators alike.

Racing in the lower stock classes back then wasn't very glamorous. The glamour was reserved for the really fast cars in the higher stock classes and for the factory-sponsored drag race teams. But racing in the lower stock classes during that period was exciting, it presented a venue that just about everyone could relate to, and it was a way

to compete for those of us who didn't have a lot of money. During much of the time I was racing my 1941 Buick, if you were a class winner, the track would allow you to choose between a class trophy or \$5 in lieu of the trophy. Many times in those early years if I was lucky enough to win, I would take the \$5 knowing that if I didn't I would be out of lunch money by Wednesday of the following week.

The most successful drag racer then running a stock straight-eight Buick was Paul Hatton of Wayne, Michigan. Using a 1939 Century Coupe he too had purchased from a Michigan junkyard and rebuilt, Hatton won the L/Stock and Little Eliminator titles at the 1961 and 1962 NHRA Nationals at Indianapolis. The Hatton Century was exceptionally strong. Interviewed for this article,

**The 1961-1962 NHRA L/Stock champion
1939 Buick Century driven by
Paul Hatton of Wayne, Michigan**
(Photo credit the Brian Hatton Archive)



Hatton today recalls that the car set a national record for its class and was capable of quarter-mile speeds in excess of eighty miles an hour.

Stealth Racing the Sling Shot Corvairs

One thing that used to give me absolute fits during the class elimination runs were the Corvairs. With their rear engine configuration, a Corvair driver could come up to the starting line, run the engine up to almost wide open throttle, and when the light flashed green, they were off the line like a cherry bomb out of a sling shot. Nothing could come off the line like a good running Corvair. They were tough cars to beat. When I had to race one, I always figured that if I could stay within three car lengths of it on the first half of the strip, the Buick's torque and the 4.10 gear would eventually get it on the high end. And that was usually the way it worked. I came up against a particularly strong Corvair on a day when Jim Pearson was at the track with me.

Most of my racing was then done at the 131 Dragway at Martin and at the Osceola Dragway just outside of South Bend, Indiana. One Sunday Jim and I decided to take the car to Onondaga out near Lansing where the car was not well known. After we arrived at the track I walked through the pit area trying to get an idea of what I would be running against during the class eliminations. One of the cars entered that day was a brand new Corvair. I walked over to talk with the owner and when I asked who usually won our class, I was told in no uncertain terms that it was his Corvair that was ALWAYS the class winner!! So much for the

warm welcome newcomers got at Onondaga!

When the class eliminations started later in the day a dragster went out of control early on. Before the driver could get it back under control, his machine had wiped out both the timing lights and the communications link between the finish line and the timing stand. By the time the stock classes were called, the track had positioned a man with a big flag at the finish line. When a race ended, the man with the flag would point toward the winning lane and the guy on the loud speaker would announce to the crowd who had won. No elapsed times were given out because of the damage caused by the dragster.

When our class was finally called, Mr. Corvair quickly disposed of three cars, the Buick eliminated two cars and then made a bye run.

I finally came up against Mr. Corvair for the first time in the trophy run. What a sight that must have been. Staged in the right lane was a brand spanking new Corvair that "always won." Its rear mounted flat six air-cooled power plant had a high pitched whine that sounded a lot like a well-tuned airplane engine. The car was so clean that it gleamed in the sun.

Staged in the left lane was a 21 year old straight-eight Buick with a rough running engine that needed a wash job. The sound coming from its flexible tubing exhaust pipes is best described as a cubic-inch thump. Mr. Corvair surely knew that he had another trophy for his trophy case firmly in the bag.

Sure enough. When the light turned green, Mr. Corvair came off the line like a cannon ball, leaving me holding my breath, hoping for a miracle, and in



Paul Hatton's 1939 Century beats a Ford Falcon station wagon at the 1962 Nationals.
(Photo from the Brian Hatton Archive)

Paul Hatton proved that eight-in-a-row could still go well enough to capture L/S class. Car is sweet-running '39 Buick.

BUICK



hot pursuit.

That Corvair was a good running car. About a third of the way into the race it was ahead of the Buick by well over three car lengths. But just before the half way mark, things started to change.

About half way down the track the Buick began pulling really hard just as it always did.

But with the lead the Corvair had opened up, I can remember thinking that it was probably too little and too late.

Two thirds of the way into the race and the Buick's two carburetors and the 4.10 gear were making up ground awfully fast. By now the exhaust note from the Buick's engine was steadily accelerating boom... boom... boom... as it reached hard for 4700 rpm. No other engine I have ever heard could even come close to that pre-war drum beat of power on the rise.

As the Buick pulled even with his left front door about 300 feet from the finish line, I saw Mr. Corvair glance sideways, a look of disbelief on his face over the lead he had just given up. By the time we entered the timing traps the Buick had managed to pull ahead by just under half a car length and that was how it ended. For a second the guy with the flag looked confused, but then he signaled the left lane as the winner!

I was one happy Buick driver but it turned out that there was a big problem waiting for me when I got back to the pits. With no communications or

timing equipment to verify the race results, the people at the timing stand thought the Corvair had won the race! Mr. Corvair had pulled me so badly coming off the starting line, the guy keeping track of the winners and losers probably thought that it was impossible for me to catch him, and paid no attention to the guy with the flag!

That made for a really interesting situation. I went to the timing stand and demanded my hard earned trophy. At first they didn't believe me and checked with the guy holding the flag. He remembered who had won all right and after a lot of arguing they finally awarded me the class win. It all sounded a lot to me like Mr. Corvair was a local racer and had a lot of friends in the timing stand. One of the race officials even wanted me to race the Corvair again to decide once and for all who would get the trophy! I told him no thanks! Mr. Corvair was livid. He kept mumbling something about how it just wasn't possible for a car that old to have beaten him!

There were many more Buick trips made to drag strips in Michigan, Ohio and Indiana before I had to sell the Buick in 1967 and move to California. I look back now with great fondness on those years. It was a wonderful time to have grown up. Those times also saw the start of my personal love affair with the Buick automobile. It has never dimmed.

I often think too about the ground-breaking

performance, engineering and styling that Buick was building into its cars just before WWII. Those well styled machines thumbed their noses at high society with its Cadillacs, Packards and Lincolns, and out ran the V-8 Ford and Mercury flatheads at Daytona so badly that they changed the rules to get rid of them. Then they returned two decades later to the surprise of many stock class drag racers, and changed the lives of at least a few of us who drove them. I hope we don't forget about them again soon. Because legends such as these should never be allowed to die and be no more. They truly were the Buicks that ran with the wind.

Acknowledgements:

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The author's 1941 Buick Roadmaster Sport Coupe beside a 1941 Roadmaster 4-door sedan. Both were entered to race at the Martin, Michigan US 131 Dragway, circa 1966.



NHRA 1962 NATIONALS
INDIANAPOLIS ★ Sept. 1-2-3 ★ INDIANA
— Official CHRONDEK Time —
 For the QUARTER MILE

CAR NO. _____ DATE 9-1
 E.T. 17.85 MPH 75.31

CHRONDEK ELECTRONIC TIMING
 La Verne, California
 Drag Racing's Standard Timer

☒ TIME TRIALS ☐ LOSE ☐ WIN

INDIANAPOLIS ★ Sept. 1-2-3 ★ INDIANA
— Official CHRONDEK Time —
 For the QUARTER MILE

CAR NO. _____ DATE 9-1
 E.T. 17.92 MPH 75.06

CHRONDEK ELECTRONIC TIMING
 La Verne, California
 Drag Racing's Standard Timer

☐ TIME TRIALS ☐ LOSE ☒ WIN

NHRA 1962 NATIONALS
INDIANAPOLIS ★ Sept. 1-2-3 ★ INDIANA
— Official CHRONDEK Time —
 For the QUARTER MILE

CAR NO. _____ DATE 9-1
 E.T. 17.94 MPH 75.25

CHRONDEK ELECTRONIC TIMING
 La Verne, California
 Drag Racing's Standard Timer

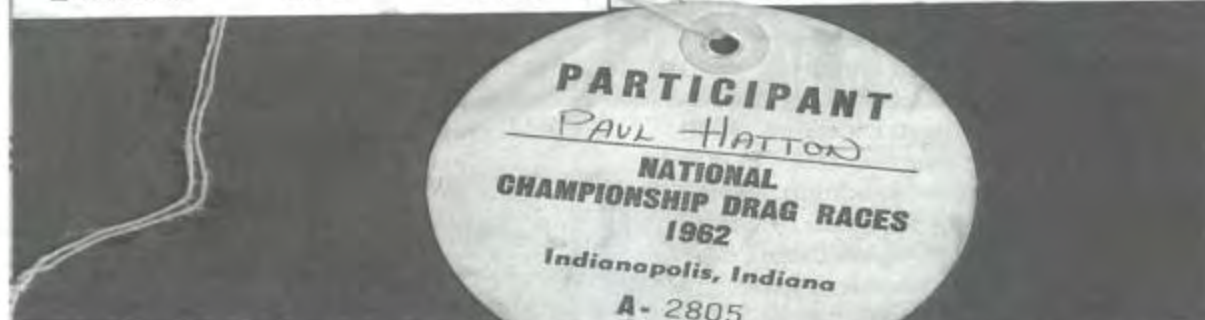
☐ TIME TRIALS ☐ LOSE ☒ WIN

INDIANAPOLIS ★ Sept. 1-2-3 ★ INDIANA
— Official CHRONDEK Time —
 For the QUARTER MILE

CAR NO. _____ DATE 9-1
 E.T. 17.98 MPH 75.37

CHRONDEK ELECTRONIC TIMING
 La Verne, California
 Drag Racing's Standard Timer

☐ TIME TRIALS ☐ LOSE ☒ WIN



Timing slips and pit passes issued to Paul Hatton's winning L/Stock 1939 Buick Century at the 1962 NHRA Nationals. (Photo from the Brian Hatton Archive)

FEATURED CAR FOR SALE

1937 Buick Limited Model 91



Body off, ground up restoration, dual side mounts, tripp lights. Black enamel paint, all glass replaced & tinted; gray broadcloth and Bedford cord interior, gray carpet. Turn signals incorporated into fender lights, also tail lights. New wiring harness throughout. Steering wheel remolded, horn ring rechromed. Entire body insulated; dash and all window moldings woodgrained. Converted to 12-volt system, pusher fan, new electronic ignition; gel

cell battery. Four new radial wide-whitewall tires (150 miles on them), also new tires in side mounts (never on the ground). 3.40 to 1 third member. All new after-market gauges, antique white faces, gold bezels. AM/FM stereo CD player, plus four speakers. Seat belts, 4 places. Engine and trans rebuilt, engine balanced, bored .060 over, head milled .070, ported polished. RV cam, hydraulic lifters, hard seats. Dome pistons; oil filter, 1941 Buick dual exhaust, 4 barrel Edelbrock 600 CFM carb. on 1952 manifold. Remolded running boards; all chrome redone; dual Buick side mirrors. 7904 miles since body-off restoration. Entire chassis has been powder coated black. Cruises at 70 mph easy. Owner's manual, shop manual, revision manual, salesman's book, showroom catalog showing all models for 1937, all included. Not included in selling price are many extra parts for 1937 Buick series 90, to be sold separately. A parts list is available on request. Health forces sale. Offered at \$32,000.

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1937 grille *shell* in very good condition, \$500

1937 grille set, needs re-chroming, \$200

1938 grille *shell* in very good condition, \$500

1938 front fenders, excellent condition, \$500- \$1,000 pr.

1938 grille, left half, good condition, \$150

1938 Special hood, vg condition, \$100

1938 Special hood side panels, vg condition, \$100 set

1938 deck lid, good condition, \$100

1937-38 doors, many, what do you need? \$100 ea.

1937-38 bumpers vg condition, \$100 ea.

Misc. heads for both series engines, \$95

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Lots of '37-'38 parts. All prices plus S & H.

Lloyd Ikerd (#1612) 949-640-8200

elzfargo@msn.com

Piston rings for a 40 series, 1938-style pistons. They are standard size. \$80.

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Two 16-inch wheels for a 1938 Buick Special. Will accept best offer. Good condition. Needs to be refinished.

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1937 Buick Roadmaster 81 4-dr Sedan
Fenders, nose sheet metal, grille, doors, trunk lid, frame, etc. Call or e-mail me with needs.

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1937 Roadmaster Century 320 cu. in. engine. Rebuilt new pistons, insert rods, all new manifold, carburetor, fly wheel, and rebuilt starter. \$1000

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Sidemount Century fenders left side...\$650

2 sidemount fender to frame brackets... \$85

Sidemount lock and key... \$60

Sidemount cup restored in black paint...\$30

Photos available

Ted Taylor (#792) 619-470-0302

1937 Roadmaster sedan passenger side front fender—nice shape, one minor crease...\$125

One gas cap, nice condition...\$5

Bumper guard needs rechrome ...\$7

Voltage regular n.o.r.s. criterion brand in original box...\$35

Please add 15% for shipping

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Woodbridge, CT 06525

203-397-8723

'38 grille good condition, \$225 for pair

New '38 pistons .040 oversize, \$175

One set of insert-type rods for the big engine, \$200

One set of insert-type rods for the small engine, \$175

'37 & '38 master cylinder cores for Special, \$25 each

Shipping extra.

Bob Pipkin (#76) 503-363-4712

bcpip@mailstation.com

'37 Buick Century fenders, good condition..... \$50 plus S & H. Call for further information.

Dick Schnitzer (#1393) 248-685-2829

mschnit354@comcast.net

1937 Buick Special Parts For Sale

Rear shocks (pair), good+...\$150
Bell housing cover...\$15
Fan blade...\$10
Fan pulley...\$8.00
Front spindles (pair), exc...\$100
Grille (repo) left side nose...\$125
Front ashtray...\$10
Water pump (needs rebuild)...\$25
Sun visor chrome bracket (left), very good...\$20
Robe rope escutcheons good...\$10 pr.
6V defroster or heater motor (n.o.s.r./new)...\$15 ea.
Heater/defroster switch (taupe) lights up, after market...\$10
Map light...\$5
Trunk emblem license plate glass (clear)...\$10
Set engine pans (pair) very good...\$50
New 50 cp bulbs for headlights...\$12 pr.
New 50 cp bulbs for driving lights...\$12 pr.
32 cp headlight bulbs...\$5 pr.
32 cp Driving light bulbs...\$5 pr.
Wheel hubcap clips, N.O.S....Call
Tail lights complete, good...\$65 pr.
Torque tube...\$100
Differential gears, complete...\$125

Axles (pair), good...\$75
Front brake drums...\$35 ea.
Rear brake drums...\$35 ea.
Used brake shoes, good...\$30 pr.
Radiator, good core needs minor repairs...\$100
Dash, good...\$75
Garnish moldings for four-door...Call
Rims 16" (3), good...\$45 ea.
Oil pan...\$25
Lifter cover...\$25
Lifter assembly...\$40
Headlight bucket (left)...\$25
Steering column...\$75
Front wheel bearing, 2 sets, used, very good...\$35 pr.
Brake backer plates...\$20 ea.

The larger, heavier items below I will not ship but I will be willing to bring them to 2005 BCA Nationals.

Transmission...\$125 Block...\$100 Head...\$75
Crank...\$50 Nose assembly...\$125

Jerry Root (#422)

71 South Pollard Drive, Fulton, NY 13069
315-598-2319 buickboy@twcnny.rr.com

1938 Buick Special Parts

Rims (5) 16" black with white stripes, including beauty rims and hub caps...\$350
Straight-8 engine and transmission, approx. 69,000 miles, good cond.....\$1200
Rear axle and front axle.....\$350

Will not ship parts, but open to offers.

Chris McLaughlin (#1632)

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860-460-0767 chm@terrafirmas.com

N.O.S. 1937-1938 Buick Parts

1937

Front lower motor mount...\$15
40 ser. 2nd speed gear...\$45
40 ser. main drive gear...\$45
40, 60 ser. differential bevel side gears...\$20 ea.
40, 60 ser. locking door handle, 1st type w/offset shank...\$30 ea.
40 ser. steering gear pitman arm...\$30
1938
40 ser. clutch release rod adjustment nut...\$4
License plate lamp lens...\$4
Temperature gauge assembly...\$100
80, 90 ser. pitman arm...\$30
Right taillight door, used...\$10
80, 90 ser. differential side gear bevel thrust washers...\$3 ea.
40, 60 ser. outer tie rod ends, n.o.s....\$20 ea.

1937-1938

40, 60 left front shock absorber...\$125
40 ser. transmission 2nd and 3rd speed shifter

yoke...\$15
40 ser. transmission reverse idler gear thrust washers...\$3 ea.
40, 60 ser. pinion bearing locknut...\$3
40 ser. intake, exhaust valves, specify...\$8 ea.
Rear-axle pinion-bearing lock screw...\$1
40, 60 pitman shaft bushings...\$15 pair
Headlight dimmer switch, n.o.s....\$10
80 ser. outer front wheel bearing...\$25 ea.
40, 60 ser. intermediate steering arm bearing kit, n.o.s....\$30 ea.
Outside door handles, used. 3", 3 5/16" shafts, 4 15/16", 5 1/4", 5 1/2" tall...\$10 ea.
40, 60 ser. left steering knuckle with bushings...\$40
40, 60 lower outer pivot pin kit, n.o.s....\$25 ea.
Ignition point set...\$7 ea.

All parts n.o.s. except as noted. Add 15%.
\$3.50 min. postage

Bob Graves (#1136) 21 Ferry Rd.
Salisbury, MA 01952 978-463-0715

1937-1938 Parts for Sale

- '37 repro, silkscreen glass speedometer, radio and clock...\$100
- New '38 Century Stainless "hood hinge"...\$175
- S/M Badges - Buick...\$65
- '38 Century hood sides, left and right...\$150
- '38 Century hood, left side only...\$75
- '38 Century hood sides, left and right...\$150
- '38 Century hood side, right only...\$50
- '38 Century hood side vent, right and left...\$75
- '38 Century hood stainless...\$75
- '38 Century hood lock mechanism...\$50
- Large series fuel pump - rebuilt...\$75

- '38 Special hood, right and left, with hinge...\$150
- '38 Special hood sides, right and left...\$150
- '38 Special hood stainless, left and right...\$120
- '38 Special tail lights, pair...\$75
- '38 Special front suspension, hub to hub...\$200
- Large series dual carb manifold...\$250
- "Y" pipe to create dual exhaust...\$50
- '38 repro grill, left and right, cast aluminum...\$250
- '38 Special radiator...\$75
- 38 heater...\$50

Shipping will be added to all purchased parts and is not included in price above.

Rod Phillips (#1644) 913-481-6763

1936 Buick Special Coupe completely rebuilt engine

- 2 transmissions
- 4 mounted Tires with tubes
- 2 radiators
- Complete nose and grille, with hood and side panels
- Original rubber floor mat
- Set of 2 door handles, inside and outside
- New set of outside rear-view mirrors
- New original exhaust tips
- 2 bumpers
- 4 new hubcaps '36 or '37
- 1 new hood ornament
- 2 original fog lights
- 2 Original taillights
- 2 original head-light glass lenses
- Set of all original glass windows/windshield
- Original steering wheel and column
- 2 original clocks
- Original chrome wheel trim rings
- 2 original dime lights
- 4 original parking lights
- Original side hood vent pieces
- Original vent windows with frames and glass
- Chrome turn signal unit (after-market)
- Original gas tank
- 1 pr. running boards

1937 Buick Special Coupe

- 1 pr. running boards, with new rubber covers
(Installed on the wrong sides, but easily re-installed properly)
- 1 pr. headlight buckets.
- Original windshield wiper vacuum motor
- Original 4.40/1 rear axle ring and pinion gear with driveshaft.
- Original 3 speed transmission
- Original steering wheel
- Original dome light
- Chrome turn signal unit (after-market)
- Original intake and exhaust manifolds, with rebuilt Stromberg carburetor and linkage, exhaust riser, valve works
- 6.50x16" Firestone bias-ply tires, in very good Condition; with tubes
(New set of 4 WWW, with original black spare)
- Original 6-volt starter motor
- Original 6-volt generator
- Original split front bench seat, with new beige Cloth and vinyl upholstery
- 1 Pr. original door handles, one locking
- Original trunk handle

**Jerry Maak (#1812) 343 Eastern St.
New Haven, CT 06513
Phone: 203-468-9880 Cell: 203-687-7649
aurhaus@yahoo.com**

- '37 N.O.S. oil gauge...\$35
- '37 N.O.S. amp gauge...\$35
- '37 N.O.S. throw out bearing retainer ...\$25
- '37 & '38 Horn ring...\$100
- '37 & '38 Special sparkplug cover, mint...\$75
- '37 & '38 Century running board cores, solid...\$300
- '38 N.O.S. throw out bearing...\$50
- '38 N.O.S. vacuum starter switch...\$95
- '38 N.O.S. oil filter cap...\$15
- '38 N.O.S. Special throttle rod, carb to pedal...\$35

- '38 Bumper badge - needs chrome...\$100
 - '38 sharks-tooth grill guard, rechromed...\$250
 - '38 fold-down trunk handle guard rechromed...\$350
 - '38 Century rims...\$100
 - '38 Century rear end, complete...\$700
 - '38 grill rechromed...\$300
- Please call with your other needs

**Dave Tacheny (#997)
763-427-3460**

- '38 N.O.S. right grille half, not plated, excellent...
\$190
- '37 & '38 N.O.S. Grille bug screen w/Buick logo &
hardware...\$180
- '38 Battery lock with key, excellent...\$54
- '37 & '38 Sidemount lock with key...\$65
- '37 & '38 N.O.S. Sideview mirror w/ thermometer
(non-convertible)...\$225
- '37 & '38 N.O.S. Delco coil...\$95
- '37 & '38 N.O.S. Delco voltage reg...\$175
- '37 & '38 Guide headlight lenses (pair left & right)...
\$255
- '37 & '38 Ignition switch box good used...\$40
- '37 Bronze ashtray with front end casting of car
N.O.S....\$215
- '37 Three vibrant color posters 21"/16", full color,
rare & frameable...\$50
- '37 & '38 Buick Safety Legion license tag metal
badge, original...\$75
- '37 & '38 N.O.S. Gas tank door lock, in box with key
and instructions...\$83
- '38 Clock delete plate engraved with Buick 8...\$75
- '37 & '38 Fulton interior rearview mirror green flip

- down lense...\$57
- '38 to '40 Series 80/90 master cyl. kit Delco,
N.O.S., rare...\$70
- '38 Instrument cluster original, excellent, com-
plete...\$300
- '38 Radio with knobs, not tested but complete and
excellent...\$270
- '37 & '38 Red Crown air stem caps, set of four...\$12
- '37 & '38 Cowl mount antenna N.O.S., all mounting
and leads, exc...\$167
- '38 Buick Announcement Magazine with full color
foldout, all models...\$185
- '37 & '38 Convertible rearview mirror...\$260
- '37 & '38 Instrument light and map light switch
original...\$55
- '37 & '38 16-inch series 80/90 wheels, exc...\$400,
set of four

Vince Truant (#1220)
1537 Charmuth Road
Lutherville, MD 21093
410-321-1938



1938 Buick Special 248 C.I. Motor and Transmission

Less than 1000 miles since total rebuild. Everything new: valves, hardened seats, valve guides and springs, pistons, rings, timing gears and chain, 6-blade fan. Rebuilt starter, solenoid, generator, carburetor, water pump and Transmission. A totally complete rebuild. It was done buy Jim at Swanson's in Sacramento, CA. \$4800.

Randy Lancaster 530-644-2274

PARTS WANTED

The mechanism that holds
the trunk open on a '37
series 41 trunkback.

Tim Henderson
 (#1766)
352-527-6670

1938 hubcaps in very
good condition, no dents
or rust.

Mark Jordan (#1297)
415-203-4180

1937 horn ring for
steering wheel

David Watson
 (#1863)
250-753-2997

1937-38 Buick rumble seat
complete, or hardware to
build one, including deck lid,
seat brackets, etc.

Lloyd Ikerds (#1612)
949-640-8200

1937 or 1938 Special/Century Convertible
4-door Sedan

Front seat in good sound condition to re-
upholster

2 removable door posts for top solid re-
chromable

2 front window frames, solid rechomable
(front door)

4- door Garnish mouldings, solid rechomable
Top prices paid for good solid parts. No junk.

John Sauers, 620 Wright Loop
Williamstown, NJ 08094

CARS FOR SALE

1937 Buick Special For Sale
Model 44 - 2 door fastback

All original. Have original bill of sale 69,400 miles
New: rings and valves, tires, brakes, master brake
cylinder, radiator, and exhaust system.

Front end rebuilt. Carburetor rebuilt
Tan interior - original Excellent running condition
Needs paint job
\$9,500.00

Michael Goeb (#1583)
12339 Lake Valley Dr
Clermont, Florida
34711
352-243-4568
mpgoeb@earthlink.net



1938 series 60 Century sedan 107,000 original miles.

The bottom and gas tank have been cleaned. No rust on the bottom, but small areas of rust on the bottoms of the rear fenders, running boards, and the panel below the trunk lid. The brakes are done, also rebuilt carb., new radiator and water pump. Radio is done, dash is redone in original "chevron pattern." I love the car, it runs great at 60 mph, but it is too much work for me.

Frank Tarpey (#1762) 847-432-2622. Can e-mail photos at ftarpey2002@yahoo.com

1937 Special

Approx. 63,000 original miles, engine never overhauled, 80% restored with many extras, original hubcaps and new wiring harness
Newport, RI

Richard Vaillan Court (#1171)
401-849-7899 401-241-3753



1937 Buick Limited 90 Series
8 Passenger with jump seats

Frank Cwikla (#1111)
608-547-9039 cell
608-339-6297 home

For Sale 1938 Century Sport
Coupe 66S series

The car is beautifully restored, dark blue, height of Art Deco. Lost storage and has to sell. Asking \$25,500

Howard De Rusha (#689)
425-239-0913

1938 Buick Special Model 41

Good solid car many new parts
All new rubber tires - gaskets, running boards, bumpers re-chromed, Hampton Coach interior.

\$6800

Lawrence Chase (#1091)
603-224-9855



'37 Buick Limited Model 91



Body off, ground up restoration, dual side mounts, tripp lights. Black enamel paint, all glass replaced & tinted; gray broadcloth and Bedford cord interior, gray carpet. Entire chassis has been powder coated black.

Health forces sale. See pg. 21 Offered at \$32,000

Jack Corliss BCA #6932, 37-38 #279.
530-470-9197 teabag@theunion.net

CAR WANTED

'37 or '38 Century 4-door sedan, a #2 car as a regular driver, quick sale, will pay market price.

Frank Freda (#1838) Santa Barbara, CA
frankfreda@cox.net 805-969-7500



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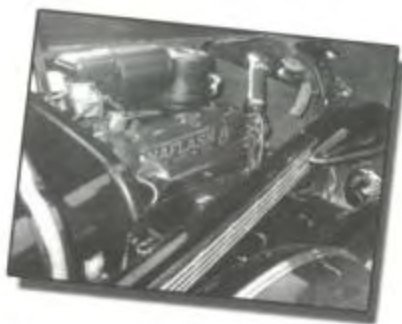
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312 Rockwell Road
Nedrow, NY

Alan Garrow (#1853)
2434 Courtyard Circle Unit 1
Aurora, IL 60506
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Peter Warburton (#1854)
P.O. Box 418
Whyalla, South Australia 5600

Wayne Mooneyham (#1855)
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Auburn, CA 95602-8864

Mike Ligare (#1857)
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Oklahoma City, OK 73159

Richard Hiemenz (#1858)
597 A Kinzua Rd.
Warren, PA 16365

Walter Beasley III (#1859)
944 Timberlake Dr.
Virginia Beach, VA 23464-3237

Bjorn Andersen (#1860)
Hagatjern Vei 45
3050 Mjondalen

Brian Leinon (#1861)
P.O. Box 220225
Anchorage, AK 99522
38-46S-5

Peter Byrnes (#1862)
611 West 6th St.
Antioch, CA 94509-1606
38-7

David Watson (#1863)
2724 Jinglepot Rd.
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38-41-7

Mike Delano (#1866)
P.O. Box 112
Slaton, TX 79364
38-40-7

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Brown.....CB-343BN.....	\$7.25ea.

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